

BookletChartTM

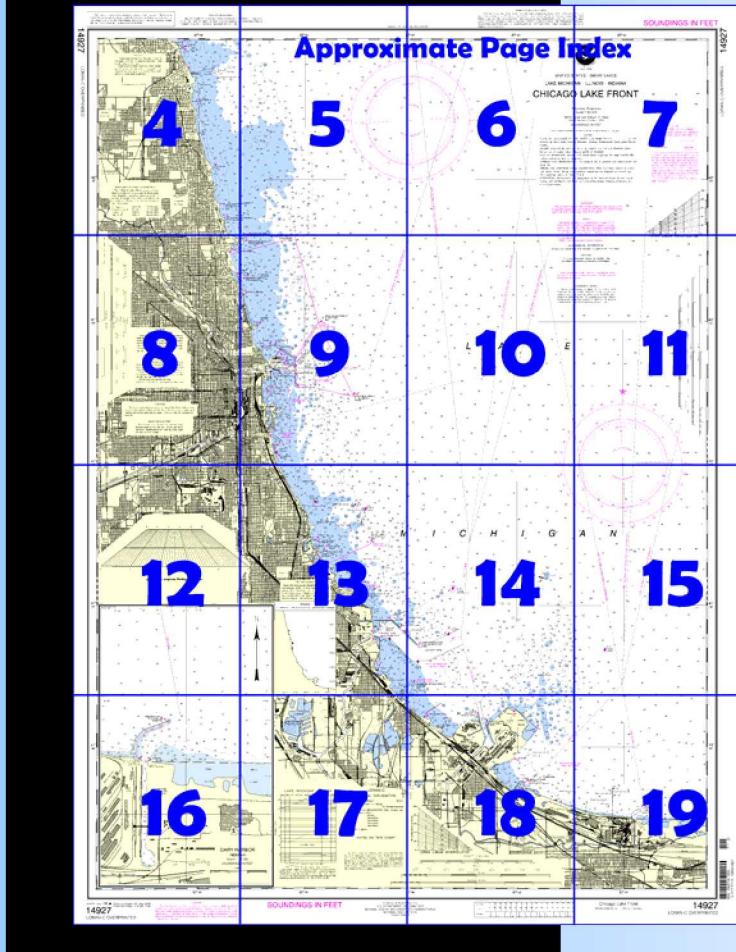
Chicago Lake Front

(NOAA Chart 14927)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 11 excerpts]

(426) **Gary Harbor** is a private harbor at the S extremity of Lake Michigan, about 22 miles SW of Michigan City and 14 miles SE of Calumet Harbor entrance. The entirely artificial harbor was developed and is owned by United States Steel Corp.

(439) **Indiana Shoals**, an extensive bank in the approaches to Indiana Harbor and Calumet Harbor, extends about 5 miles NE from the outer end of the fill area which forms the E side of the entrance to Indiana Harbor.

The bank has several ridges with depths of 15 to 18 feet near its inner end, and has depths of 22 to 30 feet near its outer end. A lighted gong buoy marks the E side of the bank.

(469) **Calumet Harbor Light** ($41^{\circ}44.3'N$, $87^{\circ}30.5'W$), 51 feet above the water, is shown from a white cylindrical tower with an attached

building on the N side of the breakwater gap 1.2 miles E of the Calumet River mouth.

(470) **Calumet Harbor Breakwater South End Light** ($41^{\circ}43'34''N$, $87^{\circ}29'36''W$), 50 feet above the water, is shown from a white square skeleton tower with red band, lower half open, on the SE end of the Calumet Harbor breakwater, a fog signal is at the light. This light is sometimes difficult to distinguish from vehicle lights on shore.

(477) **Grand Calumet River** formerly emptied into Lake Michigan at Gary, Ind., but its mouth is now closed, and it is a dead river 18 miles long with a small drainage area. There is no current in the river except what is caused by floods and freshets. Except for several shoals, the river is navigable by shallow-draft launches that can pass under the bridges.

(493) **Calumet Harbor Coast Guard Station** is on the lakefront in the S part of Calumet Park, about 1.1 miles S of Calumet River entrance.

(528) There are no facilities for small craft on the Calumet River below the Thomas J. O'Brien Lock.

(530) From Calumet Harbor N for 11 miles to the mouth of the Chicago River, the shore is bordered by shoals, detached shoal spots, and submerged wrecks extending about 4 miles off. A wreck, covered 13 feet and marked by a buoy, is about 0.3 mile N of the Calumet Harbor breakwater gap. **Clark Point Shoal**, 1.2 miles N of Calumet Harbor breakwater and marked on the outer end by a buoy, has depths of 5 to 9 feet extending about 0.7 mile from shore. A wreck, covered 19 feet, is 1 mile NNE of Clark Point Shoal.

(534) **South Park Shoal**, with a least depth of 7 feet and marked on the E side by a buoy, is 1.7 miles ENE of the entrance to 59th Street Harbor. **Madison Park Shoal**, with a depth of 13 feet, is 1.2 miles NE of 59th Street Harbor. **Clemson Shoal**, a rock ledge covered 18 feet, is marked on the E side by a lighted bell buoy 0.6 mile NE of South Park Shoal. **Hyde Park Outer Shoal**, covered 8 feet and marked on the E side by a buoy, is 0.7 mile N of South Park Shoal and 0.4 mile NW of Clemson Shoal. **Morgan Shoal**, with an obstruction covered 1 foot, extends 0.7 mile offshore about 1.4 miles N of 59th Street Harbor. A seasonal lighted buoy marks the outer end of the shoal. **Hyde Park Inner Shoal**, covered 11 feet, is 0.4 mile E of the outer end of Morgan Shoal. **Oakland Shoal**, with a least depth of 7 feet, extends 0.5 mile from shore about 1 mile N of Morgan Shoal.

(535) **Burnham Park Harbor**, a small-craft basin 2 miles S of the mouth of Chicago River, is enclosed on the E by Northerly Island. **Northerly Island** is an artificial island, attached at the N end to the mainland by a causeway which closes the N end of Burnham Park Harbor.

(540) Chicago Harbor, on the SW shore of Lake Michigan 11 miles N of Calumet Harbor, serves the city of **Chicago, Ill.**, and along with Calumet Harbor, forms one of the largest inland ports in the world. The harbor comprises an outer harbor with outer and inner basins and an inner harbor formed by the **Chicago River** and its branches. While there is some deep-draft traffic in the harbor, barge traffic from the Mississippi River via the Illinois Waterway constitutes the major use of Chicago Harbor. The major commodities handled at the deep-draft facilities in the harbor are general cargo, newsprint, salt, and cement.

(583) A small-craft basin, protected by breakwaters, is entered from eastward through an opening in the breakwaters about 0.9 mile S of the natural entrance of the Chicago River. The entrance to the basin is marked by lights. Gasoline, diesel fuel, water, ice and launching ramps are available. Several other small-craft basins along the Chicago lakefront are described under separate headings.

(585) This waterway is a system of channels connecting Lake Michigan with the **Mississippi River** at Grafton, Ill. From the mouth of the Chicago River to the Mississippi River, the waterway is 327 miles long. The **Illinois River**, from its headwaters at the confluence of the **Des Plaines River** and **Kankakee River** to its mouth at the junction with the Mississippi River, constitutes about 273 miles of the waterway. The waterway may be entered through Chicago Harbor via the Chicago River and the Chicago River South Branch, or through Calumet Harbor via the Calumet River, the **Little Calumet River**, and the **Calumet Sag Channel**.

Table of Selected Chart Notes

Corrected through NM Aug. 26/06
Corrected through LNM Aug. 22/06

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION PORTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
Ⓐ(Accurate location) Ⓜ(Approximate location)

SOURCE DIAGRAM

Most of the hydrography identified by the letter "I" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Chicago, IL	KWO-39	152.550 MHz
Chrystral Lake, IL	KXJ-41	162.500 MHz
Lockport, IL	KZZ-81	162.425 MHz
Racine, WI	KZZ-76	162.450 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Extreme Levels (perco or recora)
Low Water Datum, which is the plane of reference for the elevens shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Chicago, Illinois.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U. S. Coast Pilot 6.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and typography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U. S. Coast Guard.

PRINT-ON-DEMAND CHARTS

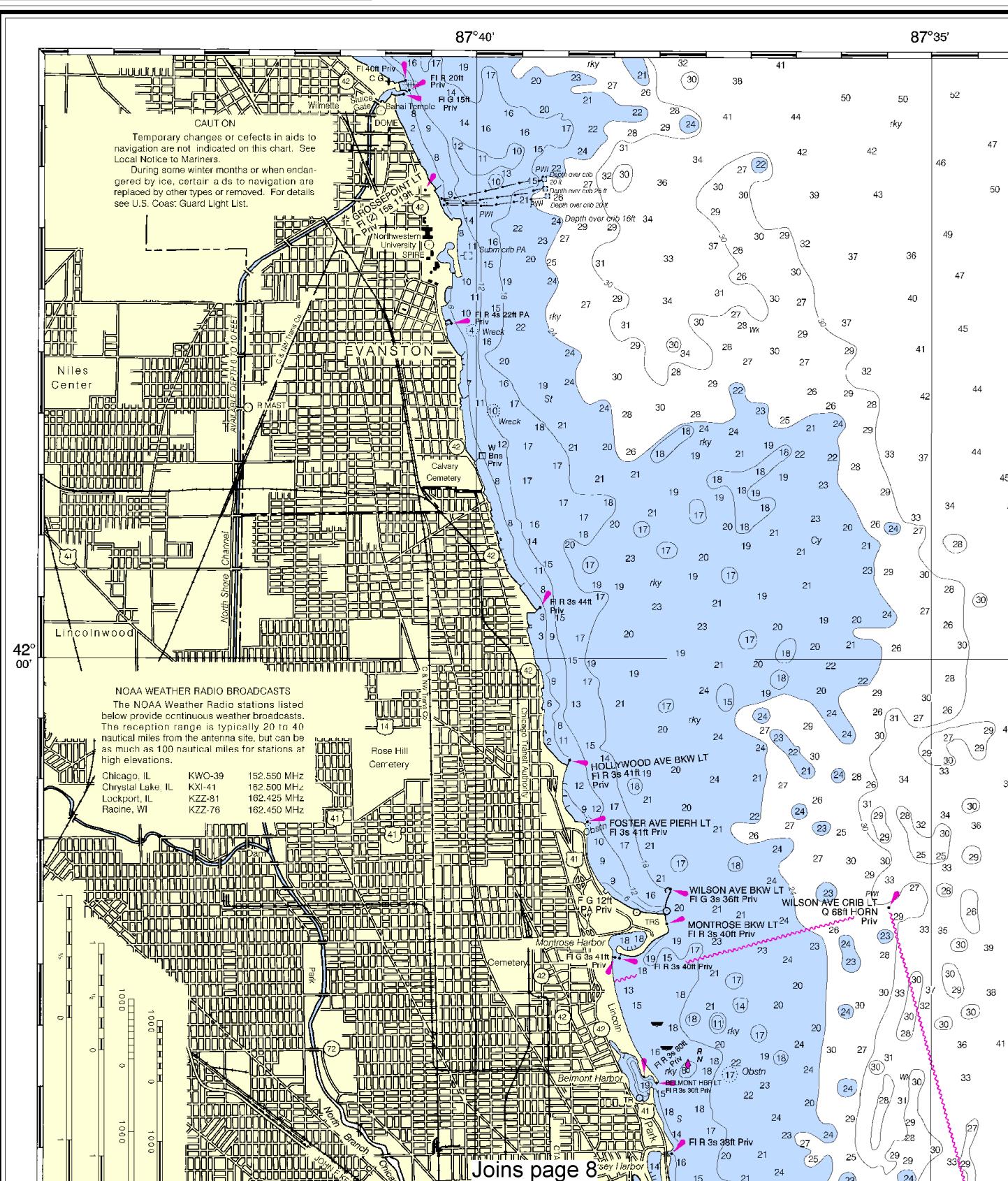
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, or help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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14927

LORAN-C OVERPRINTED



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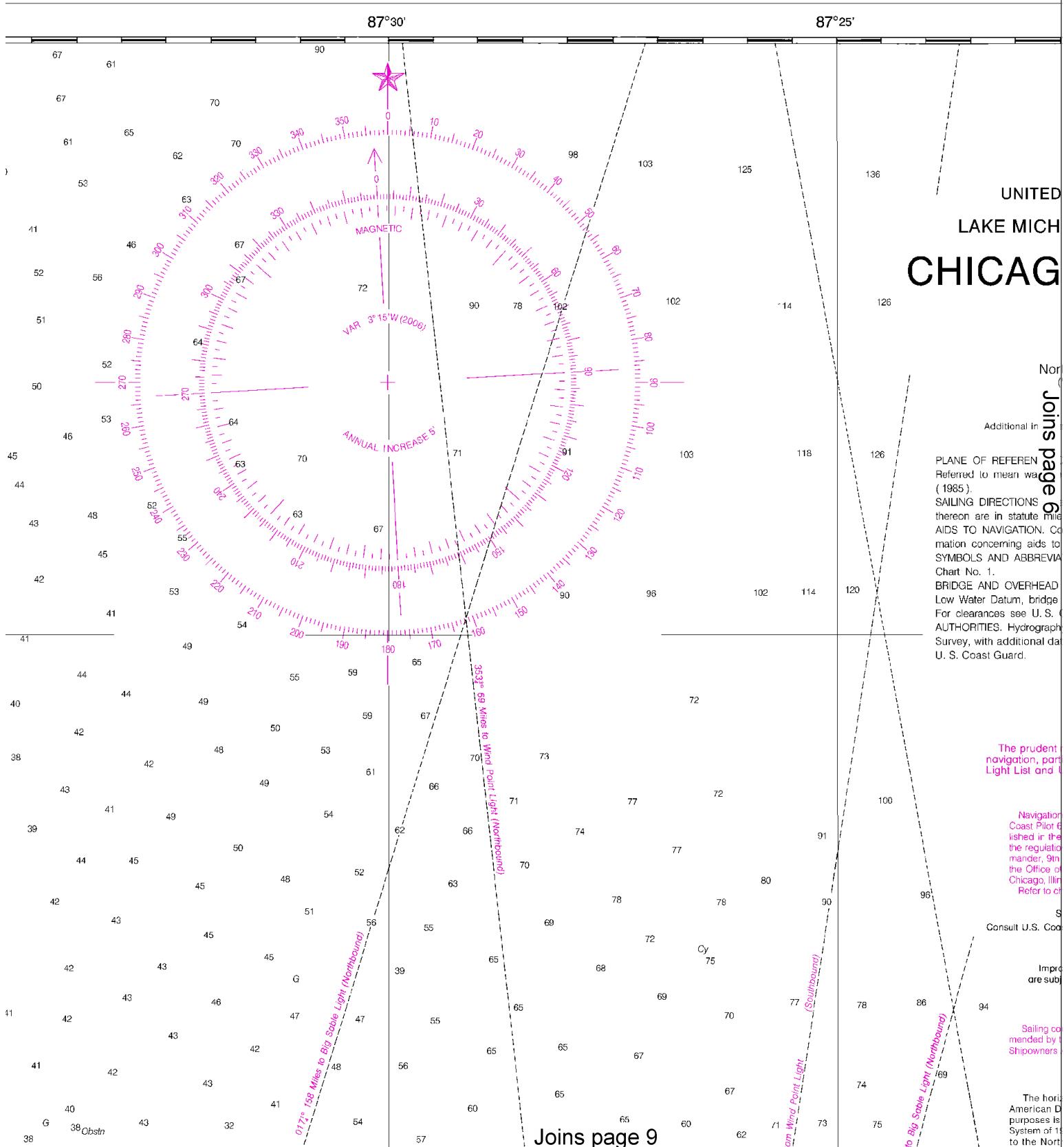


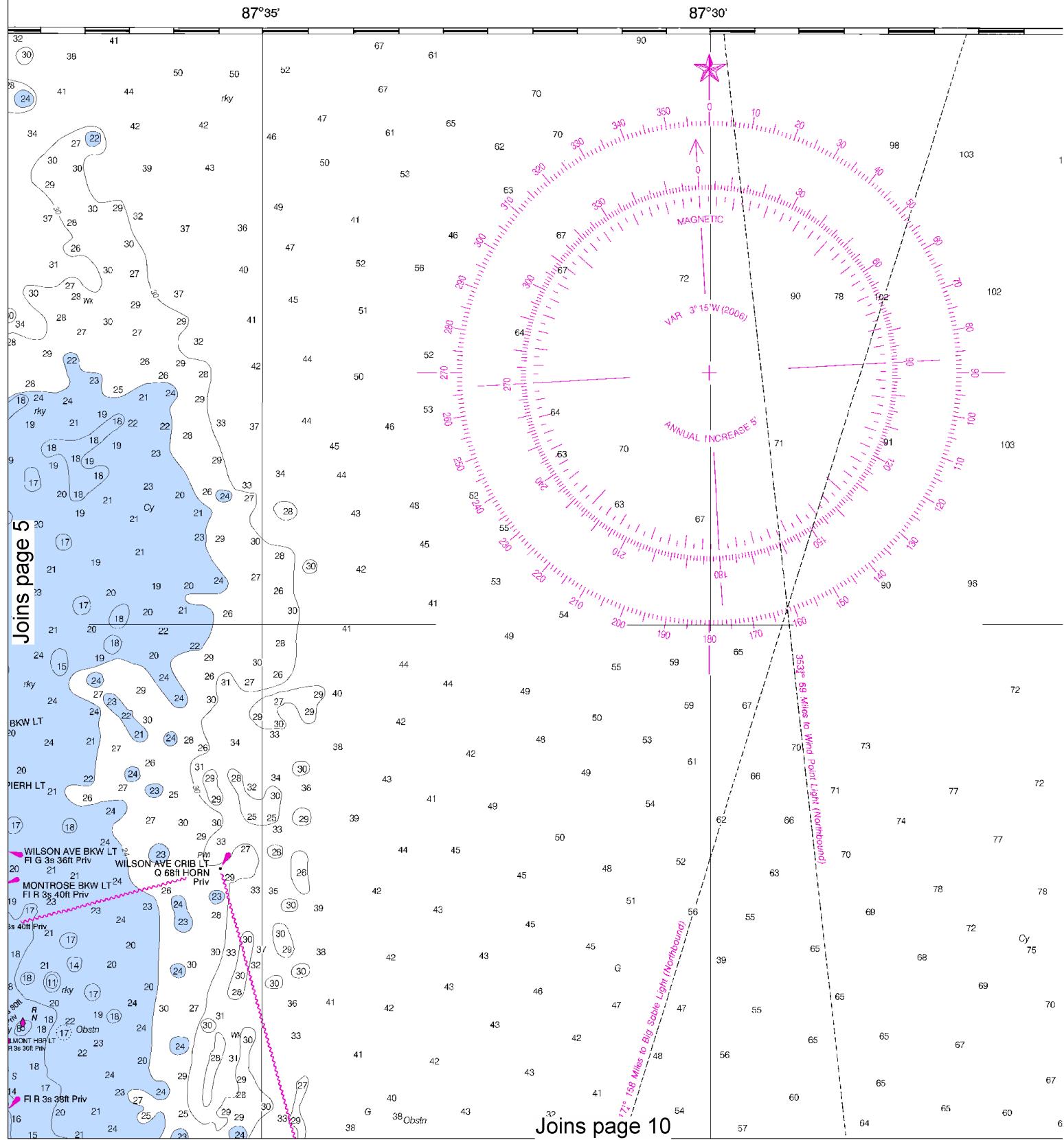
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SCALE 1:60,000
Nautical Miles

See Note on page 5.

1 1/2 0 1 2 3 4 5
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Yards





6



Printed at reduced scale.

SCALE 1:60,000
Nautical Miles

See Note on page 5.

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Yards

SOUNDINGS IN FEET

14927

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87°25'

87°20'



125

136

UNITED STATES - GREAT LAKES
LAKE MICHIGAN - ILLINOIS - INDIANA

CHICAGO LAKE FRONT

14

126

Polyconic Projection
Scale 1:60,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

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AUTHORITIES. Hydrography and typography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U. S. Coast Guard.

182 193 194

174 180

CAUTION

SUBMARINE PIPELINES AND CABLES

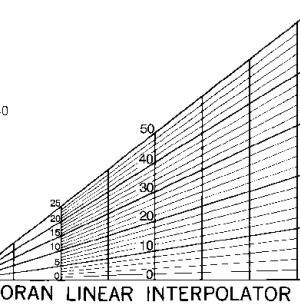
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area *Cable Area*

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Covered wells may be marked by lighted or unlighted buoys.

42°
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102 114 120

WARNING

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NOTE A

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Refer to charted regulation section numbers.

80 90 91 96 100

138

126

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

107

77 78 86 94

140 132 135

128 129 131

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

HORIZONTAL DATUM

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Joins page 11

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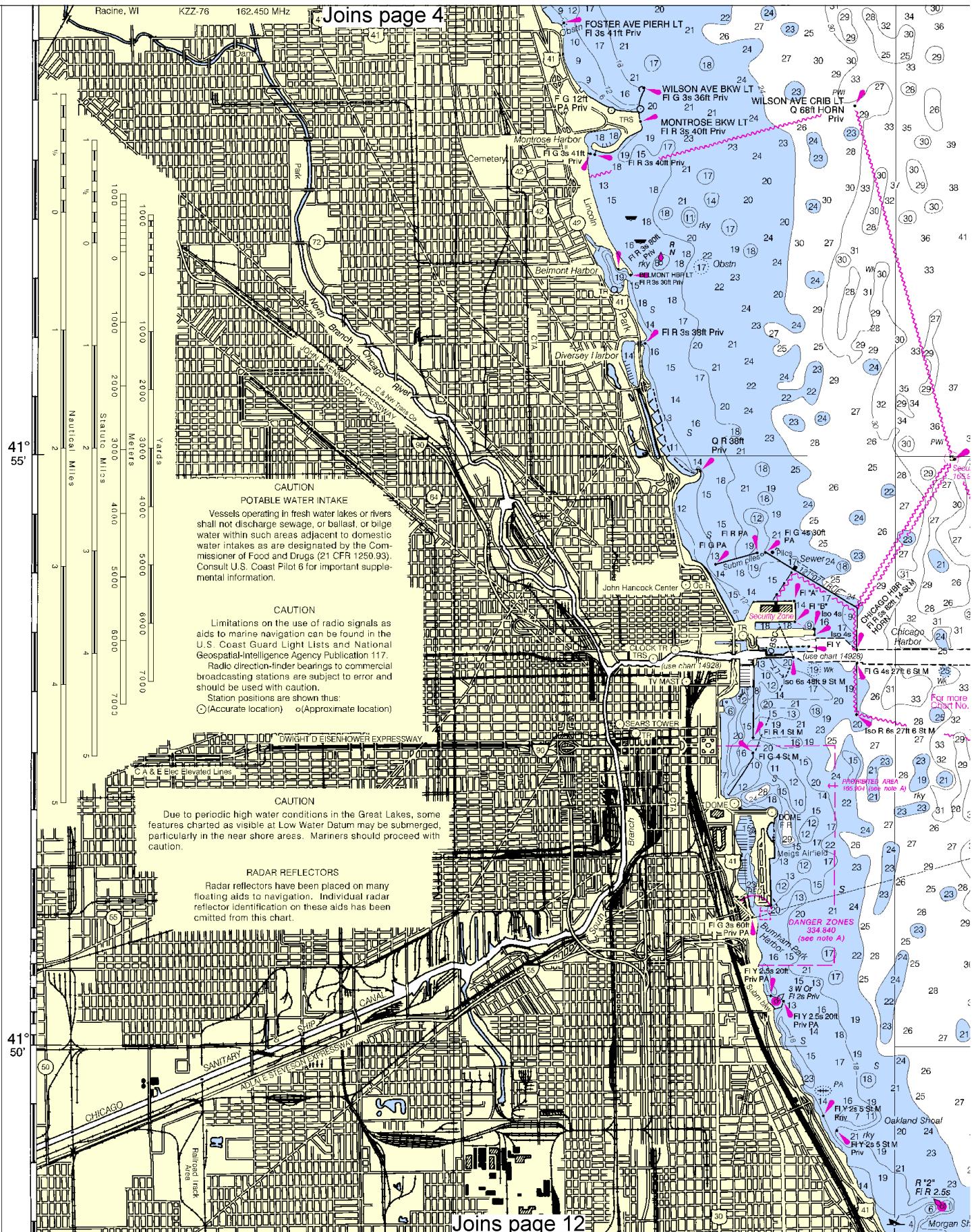
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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,

NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

7



Printed at reduced scale.

SCALE 1:60,000
Nautical Miles

See Note on page 5.



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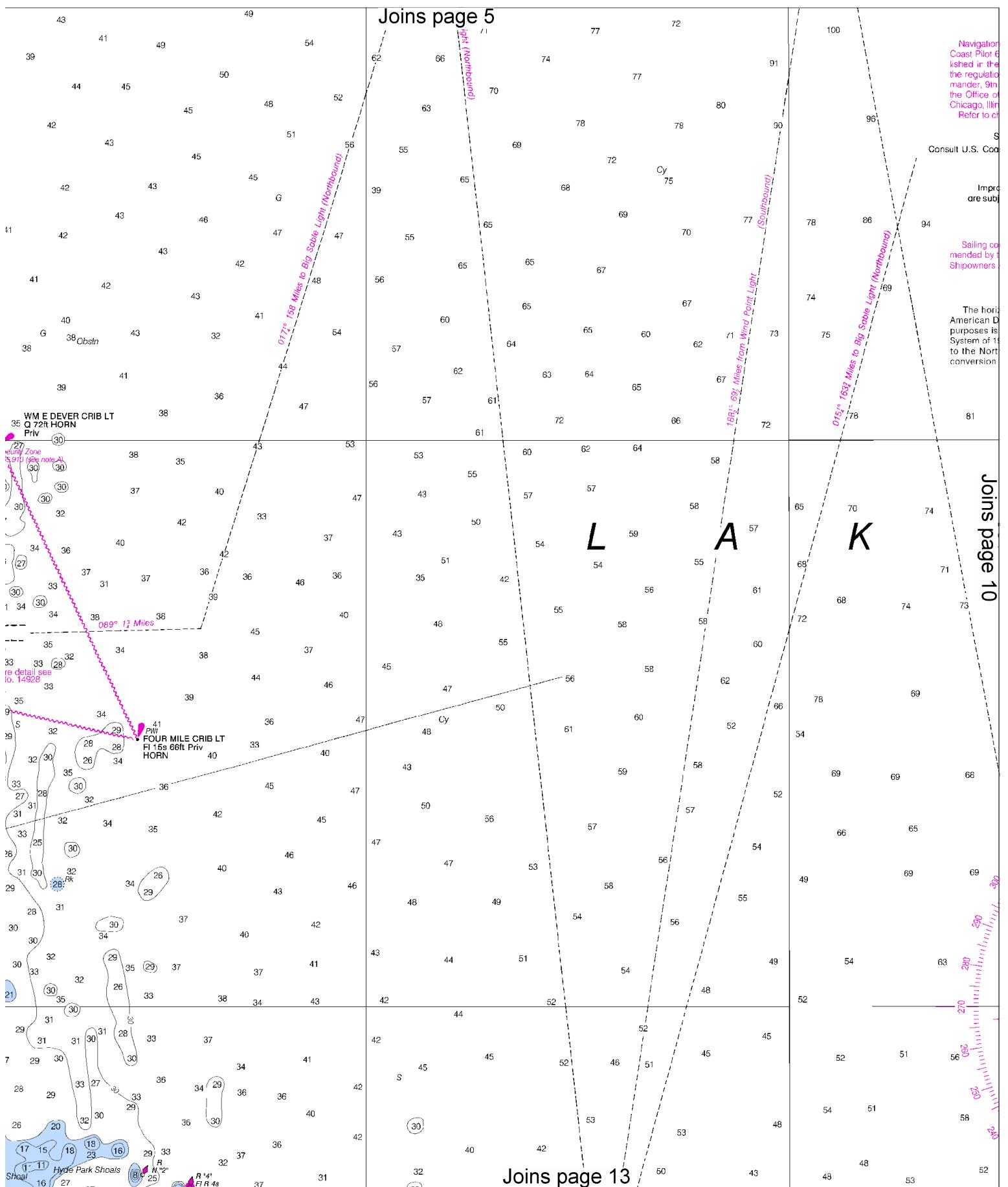
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Joins page 13

9

Joins page 5



Joins page 6

10



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~~SCALE 1:60,000~~
Nautical Miles

[See Note on page 5.](#)

Joins page 7

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Refer to charted regulation section numbers.

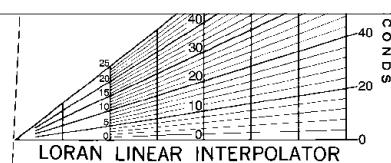
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Yards

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Statute Miles

Nautical Miles

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Joins page 8

Radar reflectors have been floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

41°

50'

CHICAGO

SHIP CANAL

RAILROAD EXPRESSWAY

SANITARY

RAILROAD

Area

Railroad

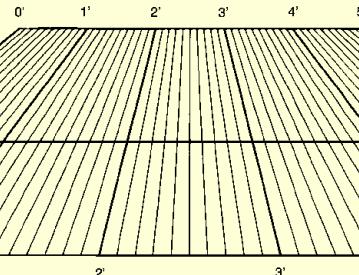
Rock

Chicago Rock Island & Pacific Ry

Midway

Airport

0' 1' 2' 3' 4' 5'



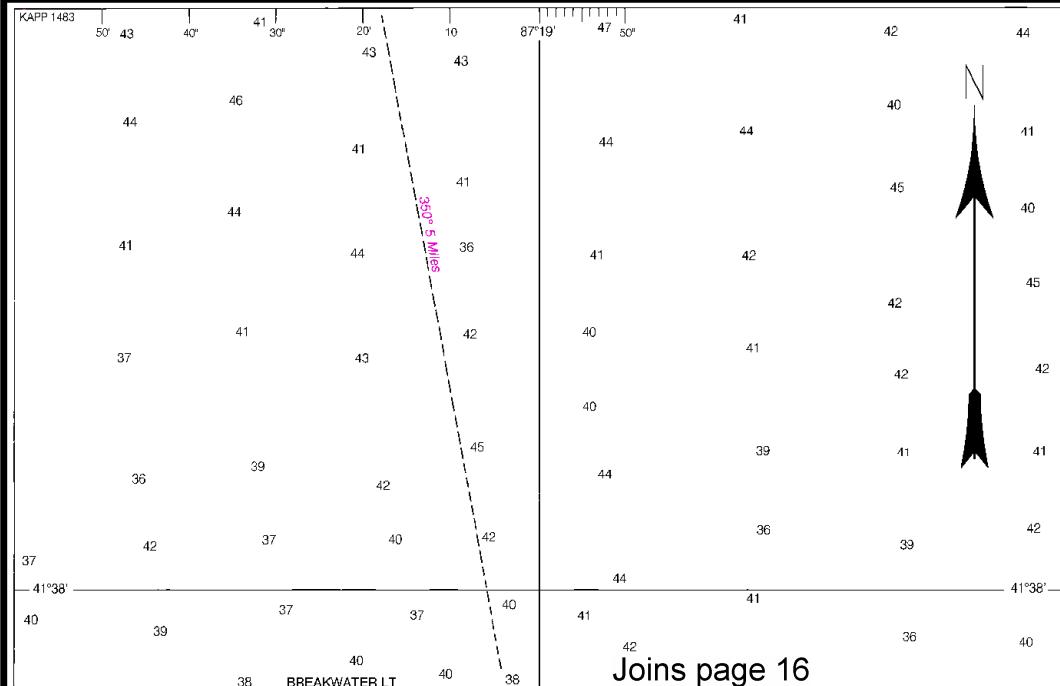
Latitude and Longitude Plotting Interpolator

SOURCE DIAGRAM

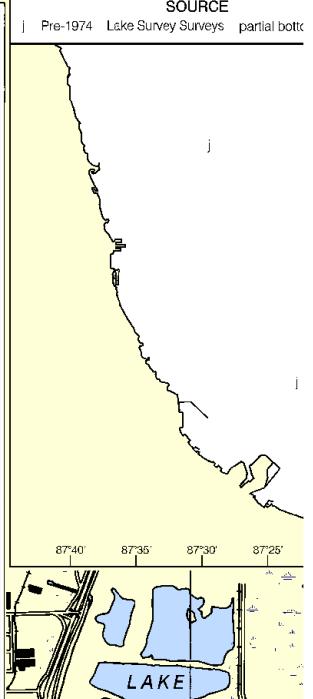
Most of the hydrography identified by the K was surveyed by the U.S. Army Corps of Eng prior to 1974. Channels currently maintain the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

41°

45'



Joins page 16



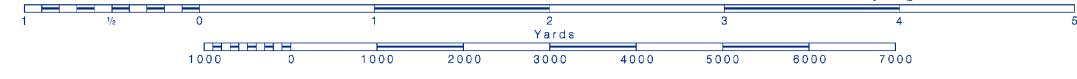
12



Printed at reduced scale.

SCALE 1:60,000
Nautical Miles

See Note on page 5.

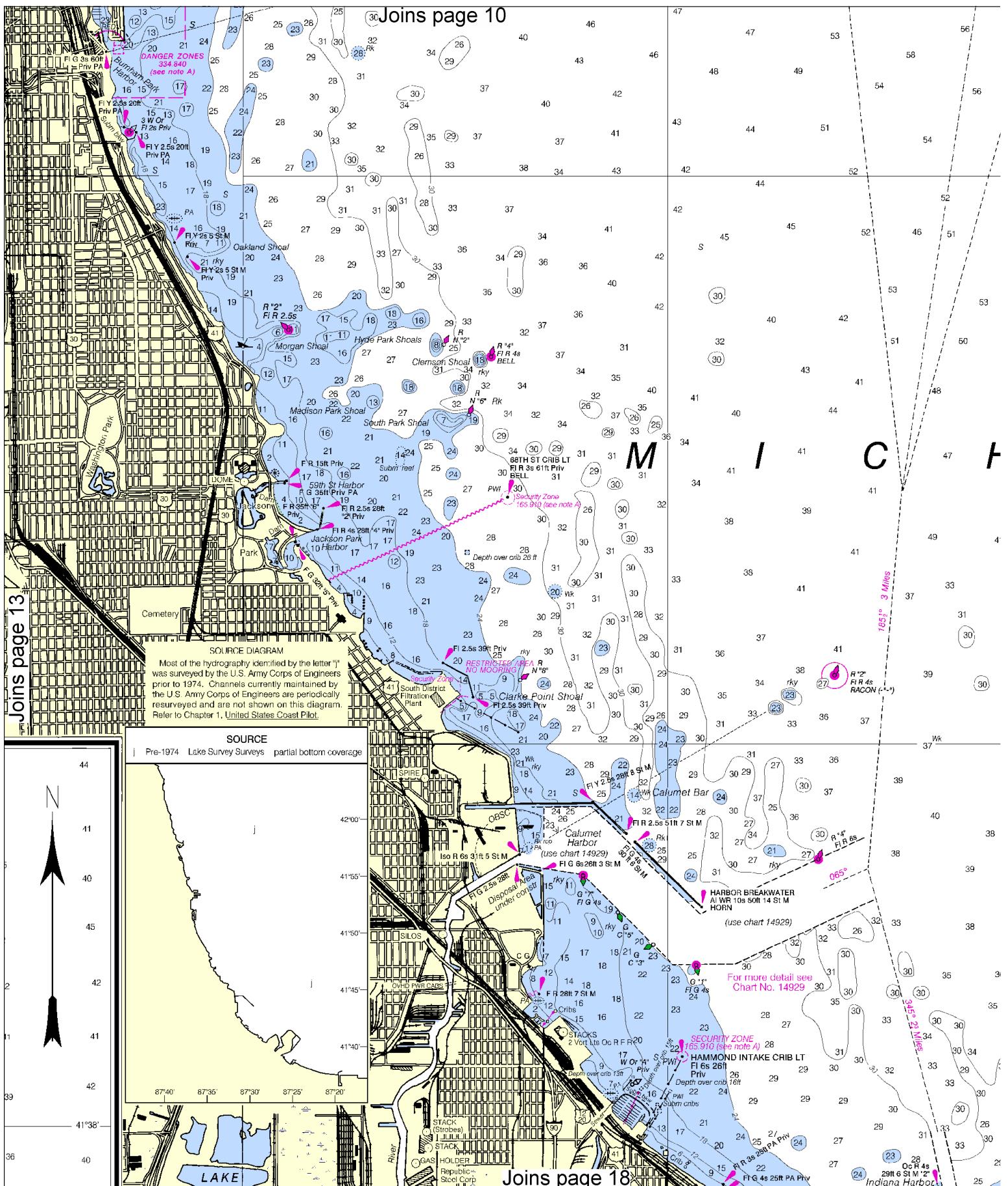


4. Joins page 9

Joins page 14

²⁷ Joins page 17

13



14

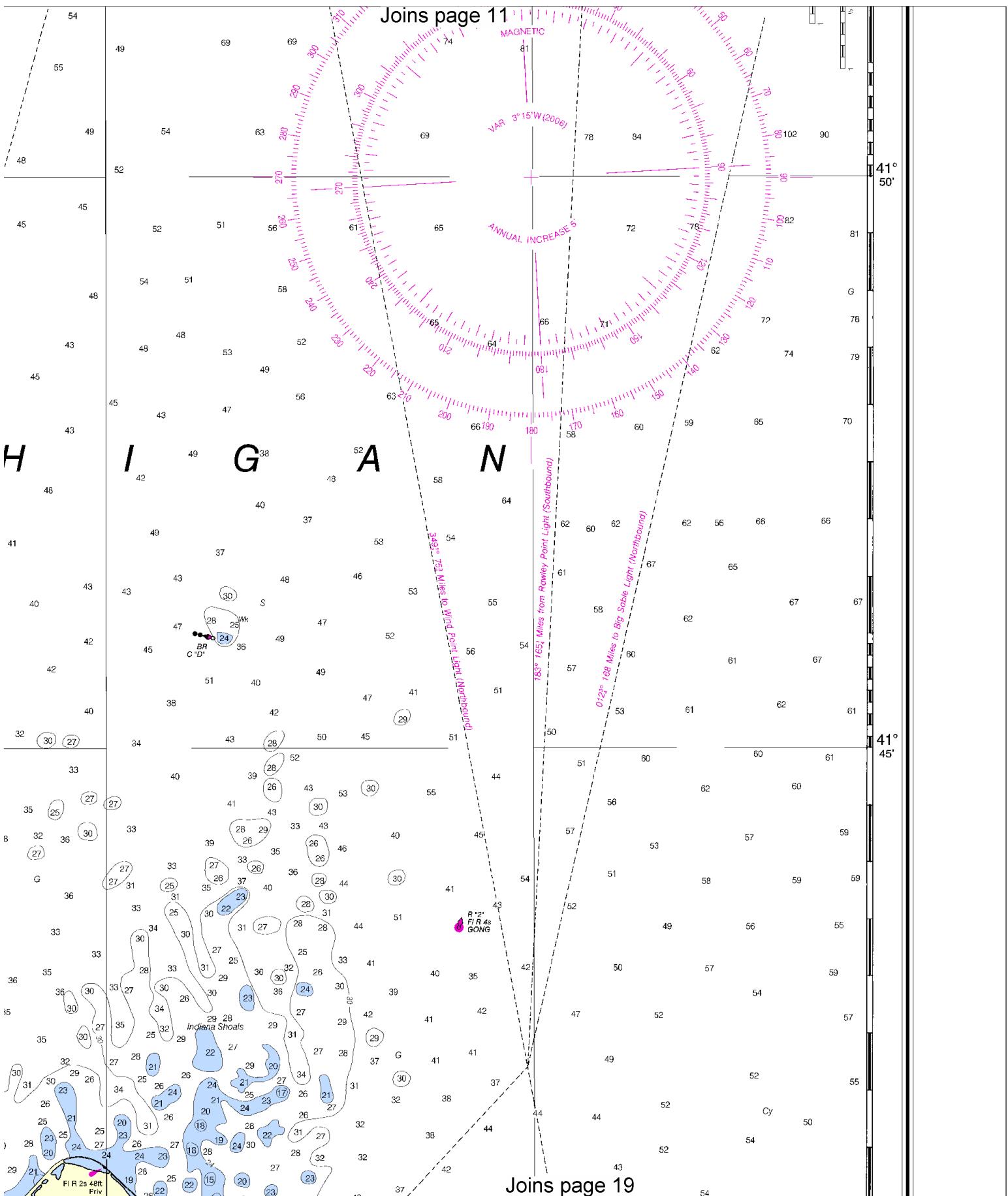


Printed at reduced scale.

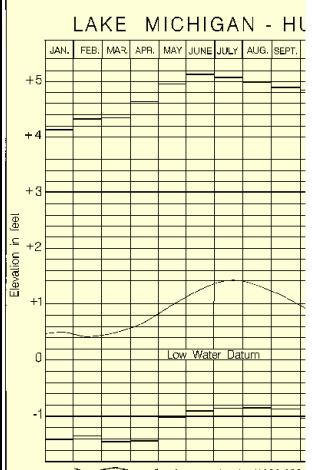
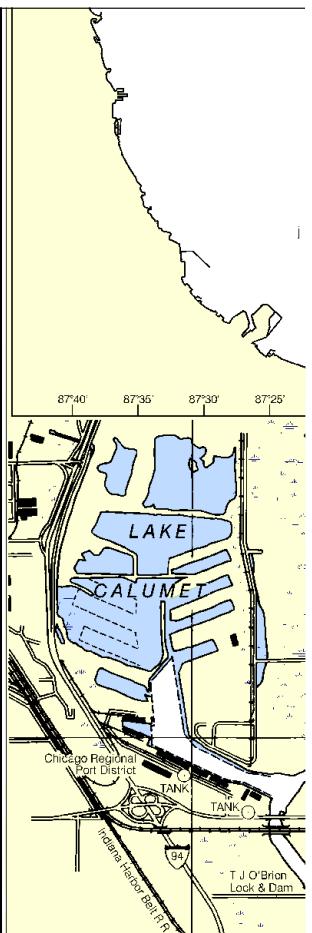
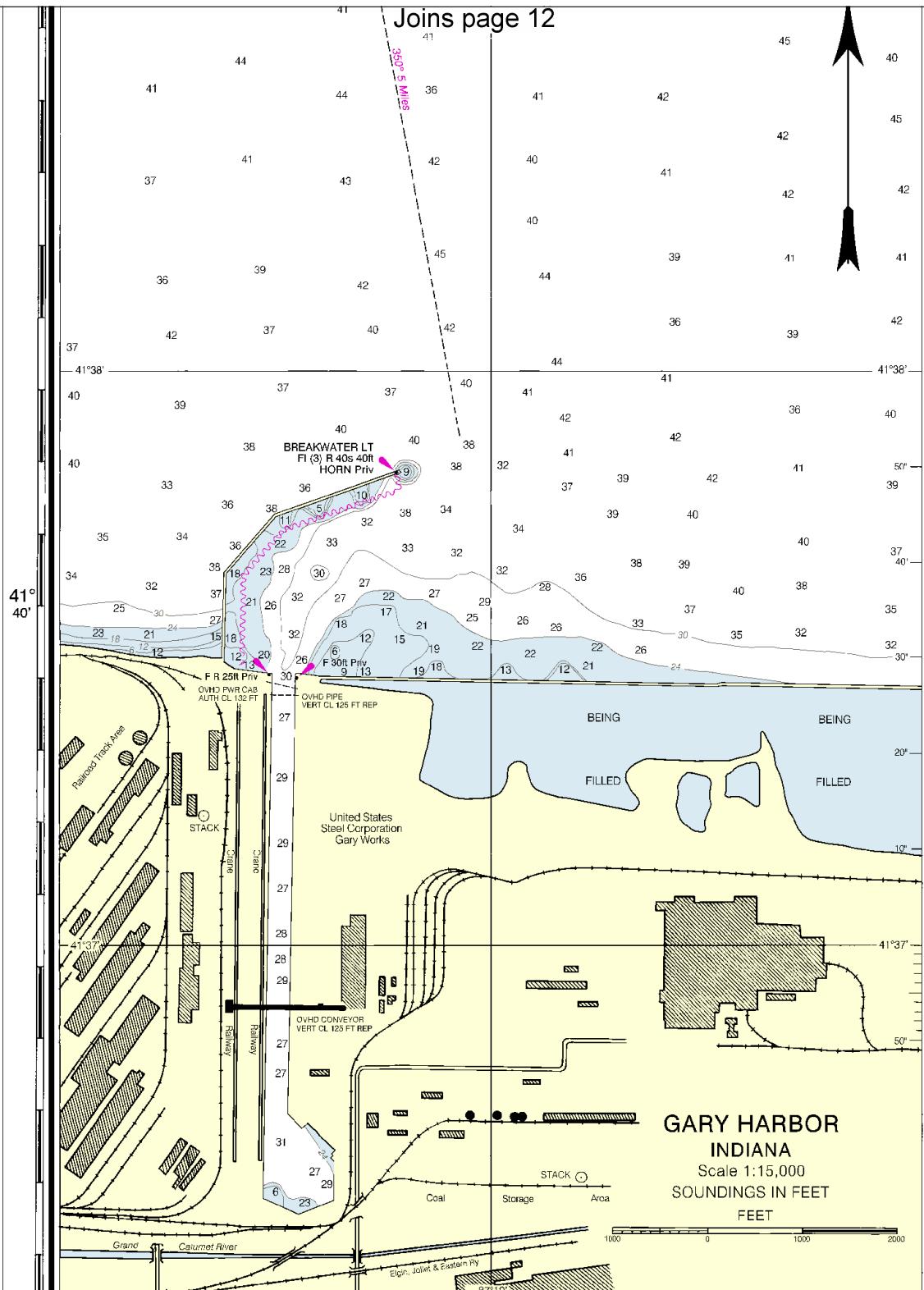
SCALE 1:60,000
Nautical Miles

See Note on page 5.

1 1/2 0 1 2 3 4 5
1000 0 1000 2000 3000 4000 5000 6000 7000
Yards



Joins page 19



Extreme Level (period of record)
Low Water Datum, which is the plane of reference for the charted depths. If the lake or ocean Low Water Datum, the existing depth is correspondingly greater or lesser than the charted

25th Ed., Aug. / 06 ■ Corrected through NM Aug. 26/06
Corrected through LNM Aug. 22/06

14927
LORAN-C OVERPRINTED

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN

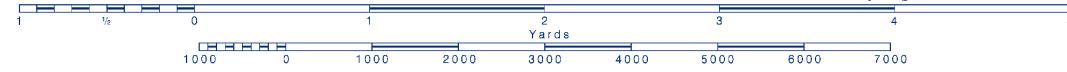
16

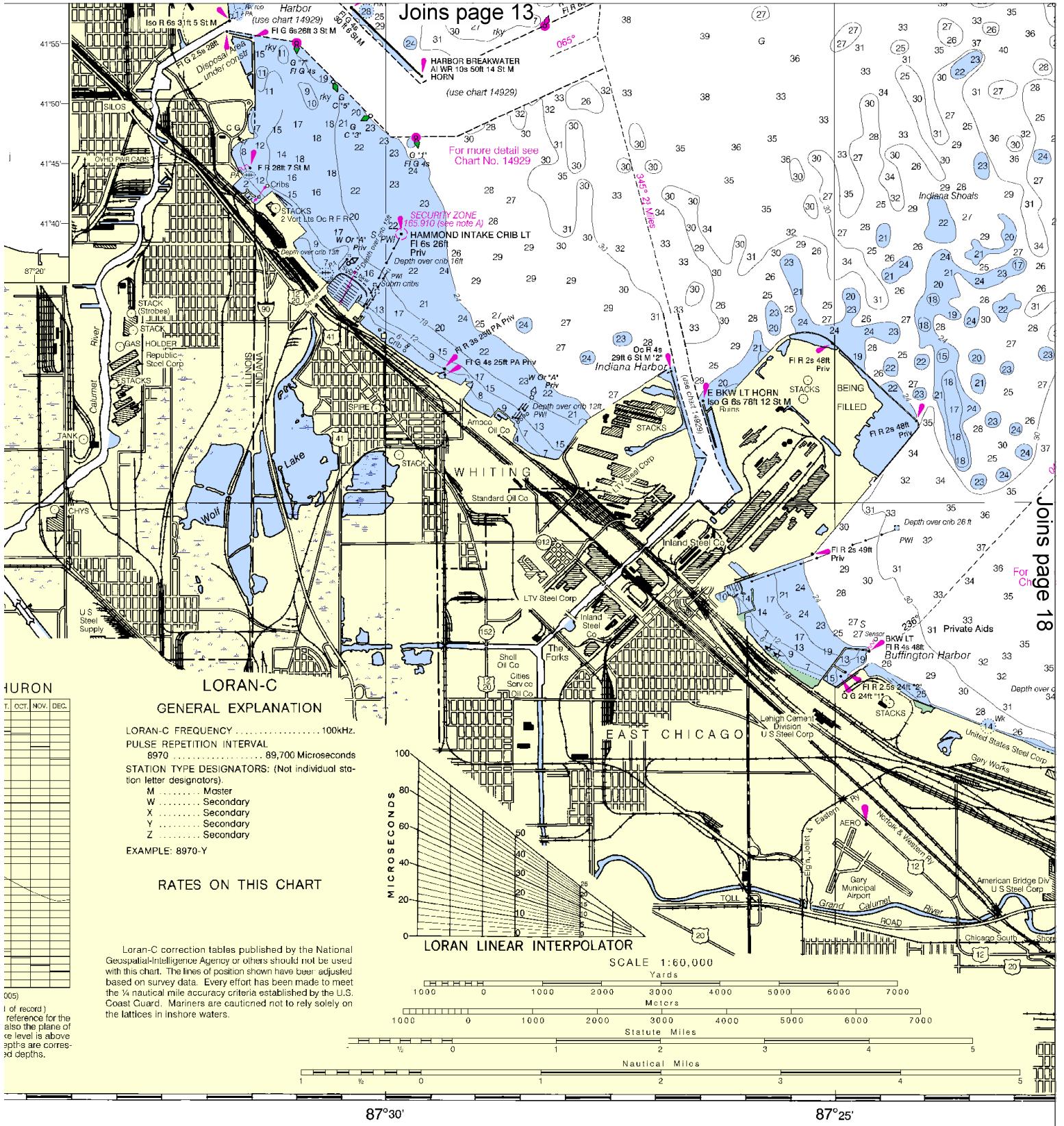


Printed at reduced scale.

SCALE 1:60,000
Nautical Miles

See Note on page 5.



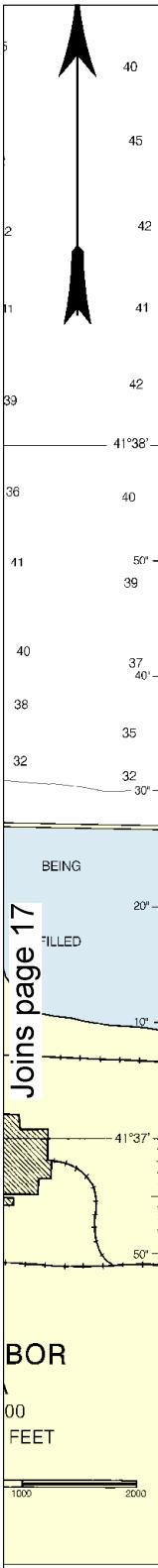


I FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

[Join us page 17](#)



Lake Michigan - Huron

The graph displays monthly water level data from January to December. The vertical axis represents elevation in feet, with major ticks at intervals of 1 foot, ranging from -1 to +5. The horizontal axis represents the months. A solid line with horizontal bars indicates the average water level for each month, while a dashed line represents the low water datum at approximately +0.5 feet.

Month	Average Elevation (feet)
JAN.	+0.5
FEB.	+0.5
MAR.	+0.5
APR.	+0.5
MAY	+0.5
JUNE	-0.5
JULY	-0.5
AUG.	-0.5
SEPT.	-0.5
OCT.	-0.5
NOV.	-0.5
DEC.	-0.5

Extreme Levels (period of record)
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

87°35'

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	5.4864

18

A blue arrow pointing upwards, indicating the direction of North.

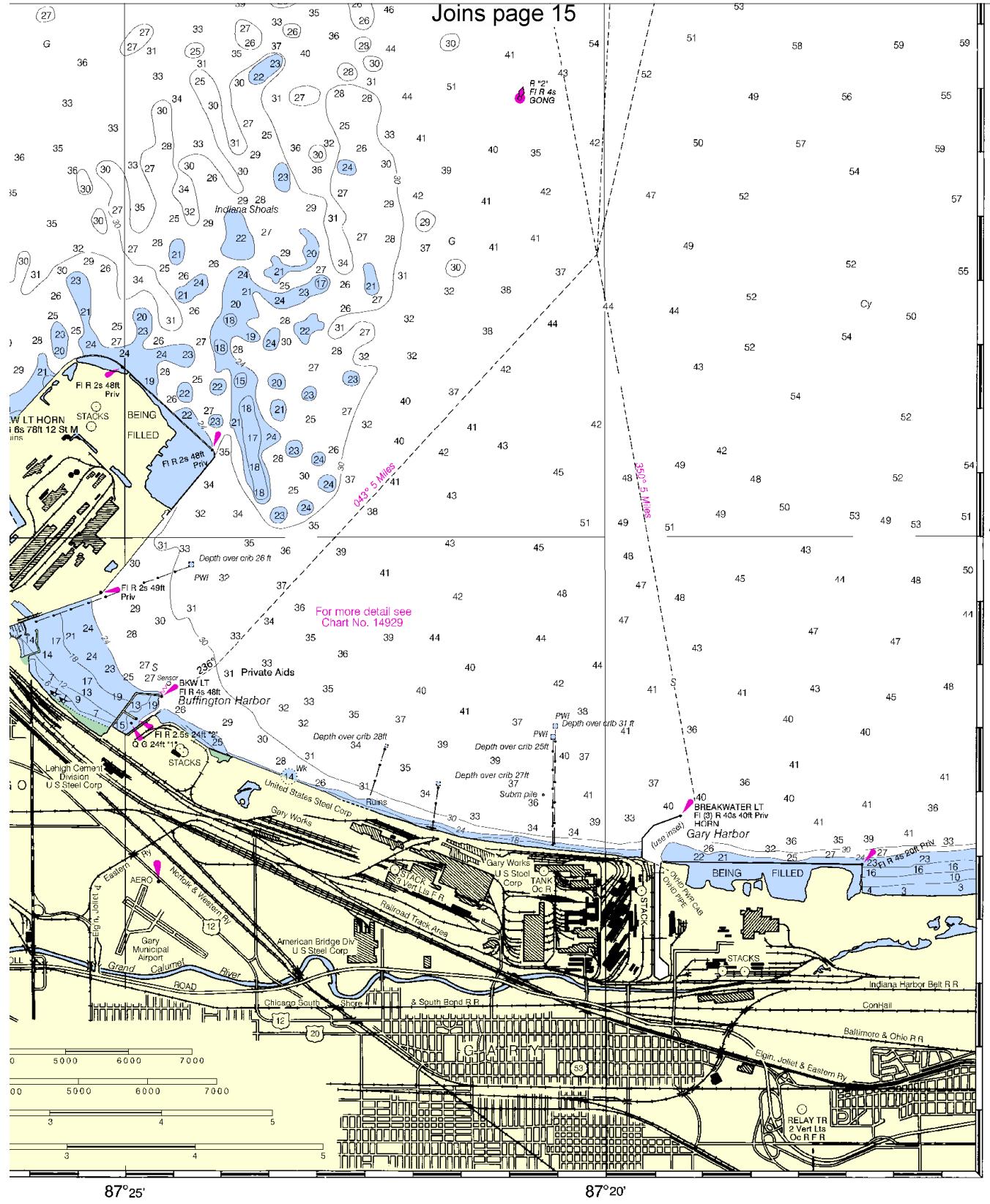
Printed at reduced scale.

~~SCALE 1:60,000~~

[See Note on page 5.](#)

A horizontal scale bar for distance conversion. The top part shows a ruler from 1 to 4 yards. The bottom part shows a scale from 1000 to 7000 feet.

Joins page 15



Chicago Lake Front
SOUNDINGS IN FEET - SCALE 1:60,000

14927

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19

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ISBN 7642014010699

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NGA REFERENCE NO. 14XHA14927

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard S & R (Milwaukee) – 414-747-7182

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

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Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.